

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

| | | | |
|-------------------|--|-------------|--------------|
| COUNTRY | USSR (Turkmen SSR, Nakhichevan ASSR) | REPORT | |
| SUBJECT | Soviet Rail Movement on the Soviet-Iranian Border <i>(number & type of railroad cars) Cargo carried</i> | DATE DISTR. | 12 June 1958 |
| | | NO. PAGES | 1 |
| | | REFERENCES | RD |
| DATE OF INFO. | | | 25X1 |
| PLACE & DATE ACQ. | | | 25X1 |

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE

2. The trains reported at 1330 and 1430 on the East to West entries for 13 March were noted to have transported items indicated as "catapults." These were rocket launchers of some type, although they must have been fairly small to have been carried on standard flats or open gondolas.

25X1

25X1

ENCLOSURE ATTACHED
PLEASE ROUTE

25X1

S-E-C-R-E-T

| | | | | | | | | |
|--|--------|--------|-------|-------|-----|--|--|--|
| STATE | X ARMY | X NAVY | X AIR | X FBI | AEC | | | |
| (Note: Washington distribution indicated by "X"; Field distribution by "#".) | | | | | | | | |

INFORMATION REPORT INFORMATION REPORT

~~SECRET~~

ATTACHMENT

25X1

RAILROAD TRAFFIC

| Direction: | Hour | Number and Type of Railroad Cars | | | | | | | | | | | | Cargo | |
|---------------------|------|----------------------------------|---|---|----|---|---|---|---|---|----|----|----|-------|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| EAST to WEST: 04:15 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | not identified because of darkness. |
| " " " 08:25 | 1 | - | - | 4 | 8 | - | 6 | 4 | 5 | 6 | - | 8 | - | - | { 5 two-axle flats: 3 cars, 2 empty. 6 four-axle flats: 3 wood, 3 empty. 8 bottom-opening gondolas: empty. |
| " " " 12:15 | 1 | - | - | 8 | 12 | - | - | 2 | 5 | 4 | 2 | 4 | - | - | { 5 two-axle flats: wood & 4 four-axle flats: coal. 2 top-opening gondolas: empty. 4 bottom-opening " " |
| " " " 16:20 | 1 | - | - | - | 1 | - | - | - | - | - | - | - | - | 12 | { 2 two-axle flats: wood. 4 top-opening gondolas: coal. 8 bottom-opening gondolas: empty. |
| " " " 16:45 | 1 | - | - | 6 | 8 | - | - | 4 | 2 | - | 4 | 8 | - | - | { 2 two-axle flats: wood. 4 top-opening gondolas: coal. 8 bottom-opening gondolas: empty. |
| " " " 19:35 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | not identified because of darkness. |
| " " " 00:00 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | " " " " |

~~SECRET~~

25X1

STATISTICS OF RAILROAD TRAFFIC

SECRET

Sanitized Copy Approved for Release 2010/05/21 : CIA-RDP80T00246A042700060001-1

25X1

| NUMBER OF TRAINS. | NUMBER OF PALEO CARS | MATERIALS AND MANUFACTURE | TYPE OF CARGO | EXPLANATIONS: | |
|-------------------------|-------------------------|------------------------------|---------------|----------------|------------------------|
| | | | | MOTOR VEHICLES | ATTACHMENT |
| No. 44100 | 1 | Steam | 1 flat | " | Ath No. 2 |
| 1. 22:55 | NOT IDENTIFIED. | | - - - - - | | Baku-Bakchikwan. |
| 2. 24:40 | " | | - - - - - | " | " |
| 3. 01:30 | " | | - - - - - | " | " |
| 4. 09:15 | - 1 | - 15 11 16 | - - - - - | 6 flats | Lumber. |
| 5. 10:50 | - 1 | - 23 14 3 | - - - - - | " | " |
| 6. 12:10 | - 1 | - 19 12 | - - - - - | 4 flats | ports, 6 seal. |
| 7. 12:30 | 1 | - 12 1 | - - - - - | " | " |
| 8. 15:40 | - 1 | - 18 9 2 | - - - - - | 3 gondolas | Lumber. |
| 9. 18:30 | 1 | - 12 1 | - - - - - | | Truck lisevani - Baku. |
| 10. 20:30 | NOT IDENTIFIED. | | - - - - - | " | " |
| 11. 24:30 | " | " | - - - - - | " | " |
| 12. 01:45 | " | " | - - - - - | " | " |
| 13. 03:20 | " | " | - - - - - | " | " |
| 14. 15:30 | - 1 | - 7 10 | - - - - - | " | " |
| 15. 15:50 | - 1 | - 18 6 1 | - - - - - | " | " |

SECRET

Sanitized Copy Approved for Release 2010/05/21 : CIA-RDP80T00246A042700060001-1

25X1

STATISTICS OF RAIL-ROAD TRAFFIC

| # | Hour | TYPE OF CARGO | | | | | | | | | | | | EXPLANATIONS. | |
|-----|-------|--|---|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------|-----------------------------------|
| | | NUMBER OF TRAINS PASSENGER CARRIED | NUMBER OF RAIL-CARS PASSENGER CARRIED | RAIL-CARS CARRIED | | |
| 1. | 18:20 | TWO LOCOMOTIVES ONLY. | - | - | - | - | - | - | - | - | - | - | - | - | Baku - Nakhichevan. |
| 2. | 21:50 | NOT IDENTIFIED. | - | - | - | - | - | - | - | - | - | - | - | - | " " |
| 3. | 04:00 | " " | - | - | - | - | - | - | - | - | - | - | - | - | " " |
| 4. | 09:05 | - 1 | - 8 | 13 | 7 | - | - | - | - | - | - | - | - | - | " " 9 flats loaded with sleepers. |
| 5. | 12:20 | 1 | - 12 | 1 | - | - | - | - | - | - | - | - | - | - | " " |
| 6. | 14:20 | - 1 | - 8 | 10 | 9 | - | - | - | - | - | - | - | - | - | " " |
| 7. | 18:20 | 1 | - 12 | 1 | - | - | - | - | - | - | - | - | - | - | Nakhichevan - Baku. |
| 8. | 20:00 | NOT IDENTIFIED. | - | - | - | - | - | - | - | - | - | - | - | - | " " |
| 9. | 22:50 | " " | - | - | - | - | - | - | - | - | - | - | - | - | " " |
| 10. | 01:30 | " | " | - | - | - | - | - | - | - | - | - | - | - | " " |
| 11. | 04:20 | " | " | - | - | - | - | - | - | - | - | - | - | - | " " |
| 12. | 15:05 | - 1 | - 16 | 3 | - | - | - | - | - | - | - | - | - | - | " " |
| 13. | 22:10 | NOT IDENTIFIED. | - | - | - | - | - | - | - | - | - | - | - | - | Baku - Nakhichevan. |
| 14. | 22:40 | " | " | - | - | - | - | - | - | - | - | - | - | - | " " |
| 15. | 03:50 | " | " | - | - | - | - | - | - | - | - | - | - | - | " " |
| 16. | 06:50 | - 1 | - 15 | 2 | 21 | - | - | - | - | - | - | - | - | - | 2 flats loaded with vehicles. |
| 17. | 10:00 | - 1 | - 15 | 16 | - | - | - | - | - | - | - | - | - | - | 4 jumbo engines. |
| 18. | 11:30 | - 1 | - 12 | 12 | - | - | - | - | - | - | - | - | - | - | " " |
| 19. | 12:30 | 1 | - 12 | 1 | - | - | - | - | - | - | - | - | - | - | 6 flats loaded with vehicles. |
| 20. | 16:20 | - 1 | - 16 | 12 | 32 | - | - | - | - | - | - | - | - | - | " " |
| 21. | 18:30 | 1 | - 12 | 1 | - | - | - | - | - | - | - | - | - | - | Nakhichevan - Baku. |
| 22. | 19:50 | NOT IDENTIFIED. | - | - | - | - | - | - | - | - | - | - | - | - | " " |
| 23. | 01:10 | " | " | - | - | - | - | - | - | - | - | - | - | - | " " |
| 24. | 01:30 | " | " | - | - | - | - | - | - | - | - | - | - | - | " " |
| 25. | 04:20 | " | " | - | - | - | - | - | - | - | - | - | - | - | " " |
| 26. | 05:40 | " | " | - | - | - | - | - | - | - | - | - | - | - | " " |
| 27. | 14:30 | - 1 | - 16 | 1 | - | - | - | - | - | - | - | - | - | - | " " |

SECRET

STATISTICS OF RAIL-ROAD TRAFFIC

| No. | HOUR. | NUMBER OF TRAINS ARRIVED | NUMBER OF RAILROAD CARS. ARRIVED | TYPE OF CARGO | | | | | | | | | | | | | | | | | | EXPLANATIONS. ATTACHMENT |
|-----|-------|-----------------------------|--|-----------------|---------------------|-----------------|-----------------|-----------|------|------|------|------|------|------|------|---|------|------|------|------|---|-----------------------------|
| | | | | ARMED GUARDS | ARMED SAFEGUARDS | ARMED GUARDS | ARMED GUARDS | ARTILLERY | CAV. | CAV. | CAV. | CAV. | CAV. | | |
| 1. | 17:10 | - | 1 | - | 8 | 2 | 20 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | Baku - Mahishewar. |
| 2. | 20:45 | NOT IDENTIFIED. | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " |
| 3. | 01:50 | " | " | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " |
| 4. | 04:30 | " | " | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " |
| 5. | 06:45 | - | 1 | - | 17 | 24 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " |
| 6. | 09:00 | - | 1 | - | 20 | 10 | 7 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " |
| 7. | 12:30 | 1 | - | 12 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " |
| 8. | 17:40 | - | 1 | - | 17 | 4 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " |
| 9. | 18:30 | 1 | - | 12 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | Nakhichevan - Baku. |
| 10. | 23:40 | NOT IDENTIFIED. | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " |
| 11. | 02:40 | " | " | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " |
| 12. | 11:30 | - | 1 | - | 9 | 4 | 13 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " |
| 13. | 14:30 | 1 | - | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " |
| 14. | 21:00 | NOT IDENTIFIED. | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | Baku - Nakhichevan. |
| 15. | 23:40 | 1 | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " |
| 16. | 04:00 | " | " | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " |
| 17. | 06:20 | " | " | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " |
| 18. | 09:05 | - | 1 | - | 16 | 27 | 7 | - | - | - | - | - | - | - | - | 13 gondolas carrying ears. | - | - | - | - | - | " " |
| 19. | 12:30 | 1 | - | 12 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " |
| 20. | 14:00 | - | 1 | - | 13 | 8 | - | - | - | - | - | - | - | - | - | 1 gondola carrying figures & machinery. | - | - | - | - | - | " " |
| 21. | 15:30 | - | 1 | - | 24 | 18 | - | - | - | - | - | - | - | - | - | 8 gondolas | - | " | " | - | - | " " |
| 22. | 18:30 | 1 | - | 12 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | Nakhichevan - Baku. |
| 23. | 21:50 | NOT IDENTIFIED. | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " |
| 24. | 24:40 | " | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " |
| 25. | 01:40 | " | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " |
| 26. | 02:50 | " | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " |
| 27. | 13:30 | - | 1 | - | 27 | 1 | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " |

SECRET

STATISTICS OF RAIL-ROAD TRAFFIC

EXPLANATIONS.

ATTACHMENT

Baku - Rezhikawan.

Rezhikawan - Baku.

Baku - Rezhikawan.

Rezhikawan - Baku.

Baku - Rezhikawan.

Baku - Rezhikawan.

Baku - Rezhikawan.

| No. | Hour. | NUMBER OF TRAINS | NUMBER OF RAIL-ROAD CARS | TYPE OF CARGO. | | | | | | | | | | | | | | | | EXPLANATIONS. |
|-----|-------|------------------|--------------------------|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| | | | | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | |
| 1. | 21:00 | NOT IDENTIFIED. | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " |
| 2. | 03:20 | " | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " |
| 3. | 06:20 | - | 1 | - | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " |
| 4. | 09:00 | - | 1 | - | 14 | - | 5 | - | - | - | - | - | - | - | - | - | - | - | - | " |
| 5. | 12:30 | 1 | - | 12 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " |
| 6. | 18:30 | 1 | - | 12 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " |
| 7. | 19:40 | NOT IDENTIFIED. | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " |
| 8. | 02:20 | " | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " |
| 9. | 04:40 | " | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " |
| 10. | 10:15 | - | 1 | - | 20 | 11 | 10 | - | - | - | - | - | - | - | - | - | - | - | - | " |
| 11. | 23:15 | NOT IDENTIFIED. | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " |
| 12. | 03:40 | " | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " |
| 13. | 05:30 | " | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " |
| 14. | 06:30 | - | 1 | - | 2 | - | 12 | - | - | - | - | - | - | - | - | - | - | - | - | " |
| 15. | 07:15 | - | 1 | - | 8 | 10 | 12 | - | - | - | - | - | - | - | - | - | - | - | - | " |
| 16. | 10:10 | - | 1 | - | 12 | 23 | - | - | - | - | - | - | - | - | - | - | - | - | - | " |
| 17. | 12:30 | 1 | - | 12 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " |
| 18. | 18:30 | 1 | - | 12 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " |
| 19. | 19:40 | NOT IDENTIFIED. | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " |
| 20. | 21:50 | " | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " |
| 21. | 02:30 | " | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " |
| 22. | 04:30 | " | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " |
| 23. | 15:30 | - | 1 | - | 13 | 6 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | " |

STATISTICS OF RAIL-ROAD TRAFFIC

| No. | Hour | Number of Trains | Number of Rail-Road Cars | Type of Cargo | | | | | | | | | | | | | | | | EXPLANATIONS. | |
|-----|-------|------------------|--------------------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|--|
| | | | | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | ARMED FORCES | | |
| 1. | 19:20 | TWO LOCOMOTIVES | NOT IDENTIFIED. | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | Baku - Nahchivan. | |
| 2. | 21:50 | NOT IDENTIFIED. | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " | |
| 3. | 01:00 | " | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " | |
| 4. | 09:05 | - | 1 | - | 8 | 13 | 7 | - | - | - | - | - | - | - | - | - | - | - | - | " | |
| 5. | 12:20 | 1 | - | 12 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " | |
| 6. | 14:20 | - | 1 | - | 8 | 10 | 9 | - | - | - | - | - | - | - | - | - | - | - | - | " | |
| 7. | 18:20 | 1 | - | 12 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | Nahchivan - Baku. | |
| 8. | 20:00 | NOT IDENTIFIED. | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " | |
| 9. | 22:50 | " | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " | |
| 10. | 01:30 | " | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " | |
| 11. | 04:20 | " | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " | |
| 12. | 15:05 | - | 1 | - | 11 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | " | |
| 13. | 22:10 | NOT IDENTIFIED. | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | Baku - Nahchivan. | |
| 14. | 23:40 | " | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " | |
| 15. | 03:50 | " | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " | |
| 16. | 06:50 | - | 1 | - | 15 | 2 | 21 | - | - | - | - | - | - | - | - | - | - | - | - | " | |
| 17. | 10:00 | - | 1 | - | 15 | 16 | - | - | - | - | - | - | - | - | - | - | - | - | - | " | |
| 18. | 11:30 | - | 1 | - | 12 | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | " | |
| 19. | 12:30 | 1 | - | 12 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " | |
| 20. | 14:20 | - | 1 | - | 16 | 12 | 22 | - | - | - | - | - | - | - | - | - | - | - | - | " | |
| 21. | 18:30 | 1 | - | 12 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " | |
| 22. | 19:50 | NOT IDENTIFIED. | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " | |
| 23. | 01:10 | " | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " | |
| 24. | 01:30 | " | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " | |
| 25. | 04:20 | " | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " | |
| 26. | 05:40 | " | " | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " | |
| 27. | 14:30 | - | 1 | - | 16 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | " | |

SECRET

STATISTICS OF RAIL-ROAD TRAFFIC

| No. | Hour | Number of trains observed | Type of train | TYPE OF CARGO | | | | | | | | | | | | EXPLANATIONS | |
|-----|-------|---------------------------------|------------------|-------------------|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------------------------------|---------------|---------------|---------------------------------|---------------------|
| | | | | ARMED Vehicles | ARMED Personnel | ARMED Guns | ARMED Guns | ARMED Guns | | |
| 1. | 17:10 | - | 1 | - | 8 | 2 | 20 | - | - | - | - | - | - | - | - | - | Baku - Nakhichevan. |
| 2. | 20:45 | NOT IDENTIFIED. | - | - | - | - | - | - | - | - | - | - | - | - | - | " " | |
| 3. | 01:50 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " | |
| 4. | 04:50 | " | - | " | - | - | - | - | - | - | - | - | - | - | - | " " | |
| 5. | 06:45 | - | 1 | - | 17 | 24 | 3 | - | - | - | - | - | - | - | - | " " | |
| 6. | 09:00 | - | 1 | - | 20 | 10 | 7 | - | - | - | - | - | - | - | - | " " 7 flats loaded with lumber. | |
| 7. | 12:30 | 1 | - | 12 | 1 | - | - | - | - | - | - | - | - | - | - | " " | |
| 8. | 17:40 | - | 1 | - | 17 | 4 | 1 | - | - | - | - | - | - | - | - | " " | |
| 9. | 18:30 | 1 | - | 12 | 1 | - | - | - | - | - | - | - | - | - | - | Nakhichevan - Baku. | |
| 10. | 23:40 | NOT IDENTIFIED. | - | - | - | - | - | - | - | - | - | - | - | - | - | " " | |
| 11. | 02:40 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " | |
| 12. | 11:20 | - | 1 | - | 9 | 4 | 13 | - | - | - | - | - | - | - | - | " " | |
| 13. | 14:30 | 1 | - | 2 | - | - | - | - | - | - | - | - | - | - | - | " " | |
| 14. | 21:00 | NOT IDENTIFIED. | - | - | - | - | - | APRIL 12-1944 | 13 | 9:58 | - | - | - | - | - | Baku - Nakhichevan. | |
| 15. | 23:40 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " | |
| 16. | 04:00 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " | |
| 17. | 06:30 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " | |
| 18. | 09:05 | - | 1 | - | 16 | 27 | 7 | - | - | - | - | 13 | jeudals carrying coal. | - | - | " " | |
| 19. | 12:30 | 1 | - | 12 | 1 | - | - | - | - | - | - | - | - | - | - | " " | |
| 20. | 14:00 | - | 1 | - | 13 | 8 | - | - | - | - | - | 1 | jeudals carrying figures a sediment. | - | - | " " | |
| 21. | 15:30 | - | 1 | - | 24 | 18 | - | - | - | - | - | 8 | jeudals | - | - | " " | |
| 22. | 18:30 | 1 | - | 12 | 1 | - | - | - | - | - | - | - | - | - | - | Nakhichevan - Baku. | |
| 23. | 21:50 | NOT IDENTIFIED. | - | - | - | - | - | - | - | - | - | - | - | - | - | " " | |
| 24. | 24:40 | - | - | " | - | - | - | - | - | - | - | - | - | - | - | " " | |
| 25. | 01:40 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " | |
| 26. | 03:50 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | " " | |
| 27. | 13:30 | - | 1 | - | 27 | 9 | 12 | - | - | - | - | - | - | - | - | " " | |

SECRET

SECRET**ATTACHMENT**

25X1

RAILROAD TRAFFIC

| Direction: | Hour | Number and Type of Railroad Cars | | | | | | | | | | | | | | Cargo |
|--------------|-------|----------------------------------|---|---|----|----|---|---|---|---|----|----|----|----|----|--|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | |
| WEST TO EAST | 01:30 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | {Not identified because of darkness. |
| " " | 11:00 | 1 | - | - | 12 | 15 | - | - | 4 | 3 | - | - | 2 | - | - | {3 two-axle flats: machinery. 2 bottom-opening gondolas: empty. |
| " " | 11:25 | 1 | - | - | 6 | 12 | - | 2 | 4 | - | 2 | - | - | - | - | {2 four-axle flats: empty. |
| " " | 11:45 | 1 | - | - | 7 | 18 | - | - | 6 | - | 8 | - | 10 | - | - | {8 " " flats: 4 stone, 2 boxes, 2 empty. 10 bottom-opening gondolas: empty. |
| " " | 15:30 | 1 | - | - | - | 1 | - | - | - | - | - | - | - | - | 12 | |
| " " | 16:30 | 1 | - | - | 8 | 10 | - | 4 | 5 | 3 | - | 6 | - | - | - | {3 two-axle flats: stone. 6 top-opening gondolas: 3 bricks, 3 empty. |
| " " | 17:15 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | {Locomotive only, without railroad cars. |
| " " | 18:15 | 1 | - | - | 2 | 1 | - | - | 2 | - | - | - | - | - | - | |
| " " | 22:00 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | {Not identified because of darkness. |

SECRET

25X1

ATTACHMENT

25X1

SECRETRAILROAD TRAFFIC

AM No. 1

| Direction: | Hour | Number and Type of Railroad Cars | | | | | | | | | | | | Cargo |
|---------------------|-------|----------------------------------|---|---|---|----|---|---|----|---|----|----|----|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | |
| EAST TO WEST: 01:35 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | Not identified because of darkness. |
| " " " | 08:45 | 1 | - | - | 6 | 12 | - | - | 4 | 5 | 3 | 6 | - | { 4 two-axle flats: machinery. 5 four-axle flats: wood, 3 coal. 3 top-opening gondolas: wood. 6 bottom-opening gondolas: slate. 10 two-axle flats: wood. 5 coal, 3 machinery, 2 empty. 3 bottom-opening gondolas: empty. 2 two-axle flats: wood. 5 top-opening gondolas: 3 wood, 2 carrying two calculators. 13 two-axle flats: wood. 5 four-axle flats: 3 wood, 2 two-axle flats. 7 bottom-opening gondolas: empty. 5 two-axle flats: 5 buses. 2 four-axle flats: wood. 3 top-opening gondolas: empty. |
| " " " | 10:25 | 1 | - | - | 4 | 6 | - | - | 7 | 2 | - | 10 | 3 | - |
| " " " | 13:30 | 1 | - | - | 8 | 12 | - | - | 3 | 2 | - | 5 | - | - |
| " " " | 14:30 | 1 | - | - | 6 | 10 | - | 2 | 7 | 3 | 5 | - | 7 | - |
| " " " | 16:20 | 1 | - | - | - | 1 | - | - | - | - | - | - | 3 | - |
| " " " | 17:00 | 1 | - | - | 3 | 5 | - | - | 12 | 5 | 2 | - | 3 | - |

25X1

SECRET**ATTACHMENT**

25X1

RAILROAD TRAFFIC

| Direction: | Hour | Number and Type of Railroad Cars | | | | | | | | | | | | | Cargo |
|--------------|-------|----------------------------------|---|---|----|---|---|----|---|---|----|----|----|----|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| WEST to EAST | 02:00 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | not identified because of darkness. |
| " " | 13:20 | 1 | - | 8 | 12 | - | 1 | 12 | 5 | 3 | 2 | 6 | - | - | 15 two-axle flats: 3 stone, 2 boxes. 3 four-axle flats: bricks. 2 top-opening gondolas: empty. 6 bottom-opening " " |
| " " | 15:00 | 1 | - | - | 1 | - | - | - | - | - | - | - | - | - | 12 |
| " " | 16:30 | 1 | - | 8 | 6 | - | - | - | - | 1 | - | 2 | - | - | 51 four-axle flat: machinery 2 bottom-opening gondolas: empty. |
| " " | 18:00 | 1 | - | - | 6 | 8 | - | 1 | 7 | 2 | - | 3 | 1 | - | 2 two-axle flats: stone. 3 top-opening gondolas: empty. 1 bottom-opening gondola: " |
| " " | 19:45 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | Only one locomotive left, without railway cars. |

SECRET

25X1

ATTACHMENT~~SECRET~~RAILROAD TRAFFIC

| Direction: | Hour | Number and Type of Railroad Cars | | | | | | | | | | | | Cargo | |
|---------------------|-------|----------------------------------|---|---|---|----|---|---|---|----|----|----|----|--|--|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | |
| EAST TO WEST: 01:20 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | {not identified because of darkness. | |
| " " " | 07:00 | 1 | - | - | 8 | 12 | - | - | 1 | 3 | 5 | 2 | 8 | - | {3 two-axle flats: machinery, 2 wood. |
| " " " | 10:30 | 1 | - | - | 6 | 14 | - | - | 7 | 5 | 3 | 7 | 2 | - | {5 four-axle flats: empty. 3 top-opening gondolas: " 8 bottom-opening " " |
| " " " | 11:20 | 1 | - | - | 4 | 6 | - | - | 1 | 11 | 6 | - | 12 | 8 | {5 two-axle flats: 3 wood, 2 machinery. 3 four-axle flats: coal. 7 top-opening gondolas: 3 coal, empty. 3 bottom-opening gondolas: empty. |
| " " " | 16:30 | 1 | - | - | - | 1 | - | - | - | - | - | - | - | {6 two-axle flats: 3 machinery, 3 wood. | |
| " " " | 16:45 | 1 | - | - | 7 | 13 | - | 7 | 3 | 5 | 3 | 2 | 4 | - | {12 top-opening gondolas: 3 coal, 9 empty. 8 bottom-opening gondolas: empty. |
| | | | | | | | | | | | | | | 12 | {5 two-axle flats: machinery. 3 four-axle flats: wood. 2 top-opening gondolas: wood. 4 bottom-opening " " |

SECRET**ATTACHMENT**

25X1

RAILROAD TRAFFIC

| Direction: | Hour | Number and Type of Railroad Cars | | | | | | | | | | | | | Cargo |
|---------------------|-------|----------------------------------|---|---|----|----|---|---|---|---|----|----|----|----|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| WEST TO EAST: 02:10 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | {Not identified because of darkness. |
| " " " | 11:30 | 1 | - | 4 | 8 | - | - | 7 | 6 | 8 | 10 | 4 | - | - | {6 two-axle flats: stone. 8 four-axle flats: 4 trucks, 4 empty. 10 top-opening gondolas: empty. 4 bottom-opening gondolas: empty. |
| " " " | 14:30 | 1 | - | - | - | 1 | - | - | - | - | - | - | - | - | {8 two-axle flats: machinery. 6 four-axle flats: 3 & stone, 3 cars. 2 top-opening gondolas: coal. 9 bottom-opening " empty. |
| " " " | 17:00 | 1 | - | 8 | 12 | - | - | 1 | 8 | 6 | 2 | 9 | - | - | {20 bottom-opening gondolas: 2 carrying four trucks, 16 empty, 2 stone. |
| " " " | 17:30 | 1 | - | - | 11 | 25 | - | - | 7 | - | - | - | 20 | - | {20 bottom-opening gondolas: 2 carrying four trucks, 16 empty, 2 stone. |
| " " " | 22:10 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | {Not identified because of darkness. |

SECRET

ATTACHMENT

RAILROAD TRAFFIC

ATT. IV. 1

| Direction: | Hour | Number and Type of Railroad Cars | | | | | | | | | | | | | Cargo |
|---------------|-------|----------------------------------|---|---|----|----|---|---|---|---|----|----|----|----|--|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| EAST to WEST: | 03:20 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | {not identified because of darkness. |
| " " | 04:30 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | " |
| " " | 09:20 | 1 | - | - | 4 | 6 | - | - | 2 | 5 | 6 | 3 | 8 | - | {5 duo-axle flats: 3 wood, 2 empty. 6 four-axle flats: 4 coal, 2 empty. 3 top-opening gondolas: empty. 8 hollow-opening " " |
| " " | 11:20 | 1 | - | - | 10 | 6 | - | - | 4 | 1 | 5 | 3 | 12 | - | {6 two-axle flats: 12 trucks. 5 four-axle flats: 4 carrying 8 buses, and 1 seven AA motor-guns. 3 top-opening gondolas: 9 trucks. 12 hollow-opening gondolas: 6 carrying: 4 trucks, 3 wood, 1 coal, 2 fine buses. |
| " " | 14:35 | 1 | - | - | 6 | 8 | - | - | 1 | 6 | 8 | 4 | 6 | 3 | {6 two-axle flats: 3 machinery, 3 wood. 8 four-axle flats: 4 coal, 2 cars, 2 empty. 4 top-opening gondolas: wood. 8 hollow-opening gondolas: empty. |
| " " | 15:30 | 1 | - | - | - | - | - | - | - | - | - | - | - | 12 | |
| " " | 16:45 | 1 | - | - | 8 | 12 | - | 6 | 4 | 5 | 10 | 12 | - | - | {5 two-axle flats: machinery; 10 four-axle flats: 4 wood, 3 coal, 3 empty. 12 top-opening gondolas: empty. |

ATTACHMENT

25X1

SECRETRAILROAD TRAFFIC

| Direction: | Hour | Number and Type of Railroad Cars | | | | | | | | | | | | | Cargo |
|---------------------|-------|----------------------------------|---|---|---|---|---|---|---|---|----|----|----|----|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| WEST to EAST: 07:30 | 1 | - | - | 8 | 4 | - | - | 7 | 2 | 3 | 2 | 2 | - | - | 2 two-axle flats: empty. 3 four-axle flats: stone. 2 top-opening gondolas: bricks. 2 bottom-opening " empty. |
| " " | 14:30 | 1 | - | - | 1 | - | - | - | - | - | - | - | - | - | |
| " " | 15:20 | 1 | - | - | 6 | 4 | - | - | 2 | 5 | - | 8 | - | - | |
| " " | 16:30 | 1 | - | - | 5 | 7 | - | 4 | 3 | 6 | 4 | - | 10 | - | |
| " " | 23:00 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | 6 two-axle flats: 4 bricks, 2 carrying six jeeps. 4 four-axle flats: bricks. 10 bottom-opening gondolas: empty. Not identified because of darkness. |
| | | | | | | | | | | | | | | | |

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ATTACHMENT

25X1

RAILROAD TRAFFIC

| Direction, | Hour | Number and Type of Railroad Cars | | | | | | | | | | | | | Cargo |
|---------------|-------|----------------------------------|---|---|----|----|---|---|---|---|----|----|----|----|--|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| EAST to WEST: | 04:30 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | Not identified because of darkness. |
| " " | 07:45 | 1 | - | - | 12 | 6 | - | - | 4 | 7 | 4 | 3 | 12 | - | { 7 two-axle flats: 3 wood, 4 empty. 4 four-axle flats: coal. 3 top-opening gondolas: empty. 12 bottom-opening " " |
| " " | 11:20 | 1 | - | - | 8 | 12 | - | - | 3 | 6 | 3 | - | 8 | - | { 6 two-axle flats: 3 machinery, 2 carrying two trailers, 1 empty. 3 four-axle flats: coal. 8 bottom-opening gondolas: 6 wood, 2 coal. |
| " " | 15:20 | 1 | - | - | - | 1 | - | - | - | - | - | - | - | - | 12 |
| " " | 15:45 | 1 | - | - | 6 | 8 | - | - | 4 | 8 | 7 | - | 6 | - | { 8 two-axle flats: 3 wood, 5 coal. 7 four-axle flats: 3 cars, 4 empty. 6 bottom-opening gondolas: 3 coal, 3 empty. |
| " " | 16:25 | 1 | - | - | 10 | 12 | - | - | 3 | 6 | - | 3 | 12 | - | { 6 two-axle flats: 3 wood, 3 coal. 3 top-opening gondolas: empty. 12 bottom-opening " " Not identified because of darkness. |
| " " | 22:10 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | 25X1 |

SECRET**ATTACHMENT**

25X1

RAILROAD TRAFFIC

| Direction: | Hour | Number and Type of Railroad Cars | | | | | | | | | | | | | Cargo |
|--------------|-------|----------------------------------|---|---|----|----|---|---|---|---|----|----|----|----|--|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| WEST to EAST | 02:35 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | {not identified because of darkness. |
| " " | 11:30 | 1 | - | - | 4 | 7 | - | - | 6 | 5 | 7 | 4 | 10 | - | {5 two-axle flats: 3 stone, 2 empty. |
| " " | 14:30 | 1 | - | - | - | 1 | - | - | - | - | - | - | - | - | {7 four-axle flats: 3 bricks, 4 empty. |
| " " | 15:10 | 1 | - | - | 10 | 12 | - | 1 | 3 | 6 | 5 | 12 | 4 | - | {4 soft-opening gondolas: empty. 10 hollow-opening " " |
| " " | 18:20 | 1 | - | - | 4 | 10 | - | - | 2 | 6 | 5 | - | 4 | - | {6 two-axle flats: 2 cases, 3 bricks, 1 empty. |
| " " | 20:15 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | {5 four-axle flats: empty. 4 hollow-opening gondolas: empty. Not identified because of darkness. |

SECRET

25X1

SECRET**ATTACHMENT**

25X1

RAILROAD TRAFFIC*Att N6. 1*

Number and Type of Railroad Cars

| Direction: | Hour | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | Cargo |
|---------------|-------|---|---|---|---|---|---|---|---|---|----|----|----|----|--|---|
| EAST to WEST: | 08:10 | 1 | - | - | 6 | 8 | - | - | 7 | 6 | 8 | - | 12 | - | - | { 6 two-axle flats: 3 wood, 3 machinery. 8 four-axle flats: 4 coal, 2 cases, 2 empty. 12 hinged-opening gondolas: 3 wood, 2 coal, 3 empty. |
| " " | 11:20 | 1 | - | - | 6 | 5 | - | - | 4 | 5 | 6 | - | 3 | - | - | { 5 two-axle flats: 3 coal, 2 wood. 6 four-axle flats: 3 machinery, 3 cases. 3 hinged-opening gondolas: wood. |
| " " | 15:30 | 1 | - | - | 6 | 4 | - | 4 | 8 | 5 | 4 | 4 | - | - | - | { 5 two-axle flats: 2 machinery, 3 coal. 4 four-axle flats: wood. 4 top-opening gondolas: empty. |
| " " | 15:45 | 1 | - | - | - | - | 1 | - | - | - | - | - | - | - | 12 | |
| " " | 23:10 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | { Not identified because of darkness. | |

SECRET

25X1

SECRET**ATTACHMENT**

25X1

RAILROAD TRAFFIC

| Direction: | Hour | Number and Type of Railroad Cars | | | | | | | | | | | | | Cargo |
|---------------------|-------|----------------------------------|---|---|---|---|---|---|---|---|----|----|----|----|--|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | |
| WEST to EAST: 10:20 | | 1 | - | - | 4 | 7 | - | - | 4 | 5 | - | 3 | 8 | - | { 5 two-axle flats: 3 stone, 2 cases. |
| " " " | 15:45 | 1 | - | - | 1 | - | - | - | - | - | - | - | - | - | { 3 top-opening gondolas: bricks. |
| " " " | 17:30 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | { 8 bottom-opening gondolas: 4 stone, 2 bricks, 2 supply |
| " " " | 18:00 | 1 | - | - | 5 | 2 | - | - | - | - | 3 | - | - | - | { Only one locomotive with no cars. |
| " " " | 22:30 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | { 3 four-axle flats: unif. Not identified because of darkness. |

SECRET

25X1

ATTACHMENT**SECRET**RAILROAD TRAFFIC

25X1

Number and Type of Railroad Cars

Alt. IV.D.1

| Direction: | Hour | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | Cargo |
|---------------|-------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|--|
| EAST to WEST: | 09:45 | 1 | - | - | 4 | 6 | - | 2 | 4 | 5 | 3 | - | 10 | - | - | { 5 two-axle flats: 3 loaded six trucks, and 2 two cranes. 3 four-axle flats: coal. 10 hollow-opening gondolas: 5 loaded, 2 cars, 3 empty. |
| " " " | 11:20 | 1 | - | - | 2 | 5 | - | 3 | 7 | 3 | 7 | 4 | 6 | - | - | { 13 two-axle flats: machinery, 7 four-axle flats: 3 loaded six cars, 2 loaded, 2 cars. 4 top-opening gondolas: coal. 6 hollow-opening " loaded, 2 empty. |
| " " " | 15:10 | 1 | - | - | - | - | 1 | - | - | - | - | - | - | - | - | { 4 two-axle flats: 2 machinery, 2 loaded. |
| " " " | 15:30 | 1 | - | - | 7 | 6 | - | - | 2 | 4 | - | 6 | 4 | - | - | { 6 top-opening gondolas: 3 loaded, 2 coal, 11 empty. 4 hollow-opening gondolas: empty. |
| " " " | 22:10 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | { Not identified because of darkness. |

SECRET

25X1

SECRET**ATTACHMENT**RAILROAD TRAFFIC

Number and Type of Railroad Cars

| Direction | Hour | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | Cargo |
|---------------|-------|---|---|---|----|----|---|---|----|---|----|----|----|----|----|--|
| WEST to EAST: | 09:20 | 1 | - | - | 3 | 6 | - | 4 | 10 | 4 | 6 | - | 12 | - | - | 4 two-axle flats: stone. 6 four-axle flats: 3 bricks, 3 empty. 12 bottom-opening gondolas: empty. |
| " " | 10:45 | 1 | - | - | 5 | 3 | - | 2 | 4 | 3 | 7 | - | 8 | - | - | 3 two-axle flats: stone. 7 four-axle flats: 2 cars, 1 machinery, 4 empty. 8 bottom-opening gondolas: empty. |
| " " | 14:20 | 1 | - | - | - | 1 | - | - | - | - | - | - | - | - | - | 12 |
| " " | 16:30 | 1 | - | - | 4 | 6 | - | - | 1 | 4 | - | 3 | 5 | - | - | 4 two-axle flats: bricks. 3 top-opening gondolas: stone. 5 bottom-opening " empty. |
| " " | 17:45 | 1 | - | - | 10 | 13 | - | - | - | 6 | 8 | 12 | 10 | - | - | 6 two-axle flats: empty. 8 four-axle flats: 12 top-opening gondolas: 10 bottom-opening " " |
| " " | 22:30 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | Not identified because of darkness. |

ATTACHMENT**SECRET**RAILROAD TRAFFIC

| Direction: | Hour | Number and Type of Railroad Cars | | | | | | | | | | | | Adj. No. / |
|------------|------|----------------------------------|---|---|---|---|---|---|---|---|----|----|----|------------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | |

| | | | | | | | | | | | | | | | | | |
|---------------------|---|-------|---|---|---|----|---|---|---|----|----|---|----|---|---|--|--|
| EAST to WEST: 07:45 | | 1 | - | - | 2 | 3 | - | 3 | 4 | 8 | 10 | 9 | 12 | - | - | of the 8 two-axle flats: 4 carried 8 trucks, + 4 carried 6 trailers. of the 10 four-axle flats: 4 wood, 3 coal, 3 empty. 9 top-opening gondolas: empty 12 bottom-opening " | |
| " | " | 11:20 | 1 | - | - | 10 | 8 | - | 2 | 12 | 6 | 8 | - | 4 | - | | |
| " | " | 14:45 | 1 | - | - | 6 | 4 | - | - | 3 | 5 | 4 | - | 8 | - | | |
| " | " | 15:50 | 1 | - | - | - | - | 1 | - | - | - | - | - | - | 1 | | |
| " | " | 20:30 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | Not identified because of darkness. | |

ATTACHMENT

25X1

SECRETRAILROAD TRAFFIC

| Direction | Hour | Number and Type of Railroad Cars | | | | | | | | | | | | | | Cargo |
|---------------|-------|----------------------------------|---|---|---|----|---|---|---|----|----|----|----|----|----|--|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | |
| WEST TO EAST: | 02:20 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | Not identified because of darkness. |
| " " | 04:20 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | " " |
| " " | 09:10 | 1 | - | - | 8 | 10 | - | 2 | 5 | 6 | 9 | - | 14 | - | - | { 3 two-axle flats stone, of " " 4 four-axle flats 5 trucks, empty. 14 hollow-opening gondolas: empty. |
| " " | 11:30 | 1 | - | - | 6 | 4 | - | 3 | 7 | 10 | 4 | - | 12 | - | - | { Of the 10 two-axle flats 5 stone, 2 boxes, 3 empty. |
| " " | 16:00 | 1 | - | - | 4 | 6 | - | - | 4 | 8 | 3 | 5 | 12 | - | - | { 8 two-axle flats: empty. 3 four-axle flats: stone. 5 dep-opening gondolas: trucks. 12 hollow-opening gondolas: empty. |
| " " | 16:20 | 1 | - | - | - | 1 | - | - | - | - | - | - | - | - | 12 | |
| " " | 22:10 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | Not identified because of darkness. |
| " " | 23:00 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | " " " |

25X1